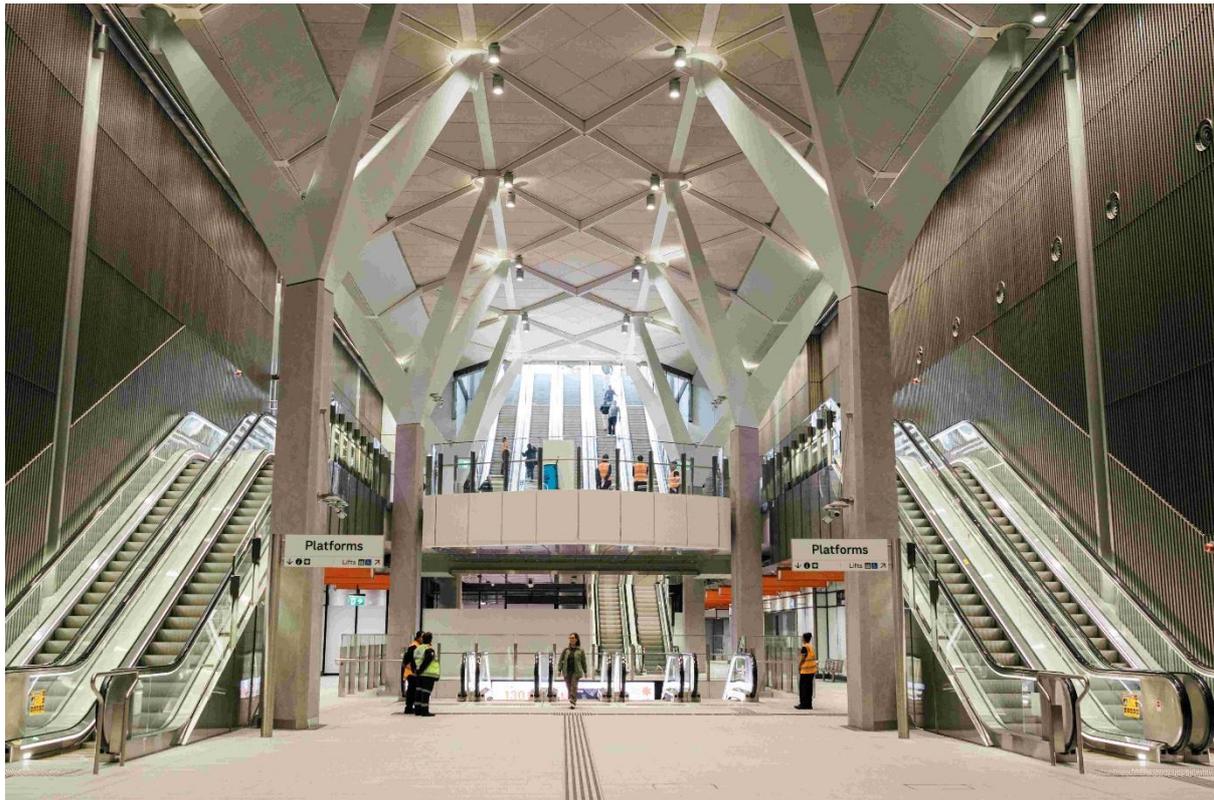


VICROADS ASSOCIATION NEWSLETTER NO. 277 February 2026

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Membership of the Association is available to all who have been members of VicRoads or forerunner organisations or the spouse of deceased members and bestows on them all the rights of the Rules of Association. Cost of membership is a once only fee of \$50. Enquiries about membership or receipt of the Newsletter by e-mail should be directed to the Secretary, VicRoads Association, by phone or e-mail as shown above. Visit our website at <https://vicroadsassociation.org>



Dear Members

It is exciting to be around as 2026 enters its second month, when so many of the great projects that are shaping Melbourne have either just been completed, or are well on their way. Giant projects can take so long to plan and build that we sometimes forget about them – only to be pleasantly surprised when they were finally completed.

One of Melbourne's earlier 'mega projects' – the *City Loop*, took nearly twenty-five years to eventuate. While its enabling legislation passed in 1960, construction didn't begin until 1975. Because it opened in stages that finished in 1985 I was able to explore its new stations, one at a time. After the dreary Flinders and Spencer Street stations, the new underground stations were like stepping into the future, and the mind-boggling, multi-escalator descent into Parliament Station was something else again.

The CityLink Project, said to have been eight times larger than any other road project in Melbourne at that time, was announced in 1992 with construction commencing in 1996. Thanks to a less restrictive industrial environment, adequate private funding and advanced construction techniques, it was completed relatively quickly, in 2000. As was the case for its 1962 predecessor, Melbourne's first 'real' freeway between Punt Road

and Burnley, I experienced a real feeling of shared accomplishment driving along it for the first time.

At the moment, Victorians wishing to explore/experience new mega projects are spoiled for choice, with two large offerings – the Metro tunnel and the West Gate Tunnel Project, both recently completed and now available for rail passengers and drivers respectively to try out for the first time. Rosslyn and I are still trying to decide how we might best visit all of the Metro Tunnel’s spectacular new stations.

The West Gate Tunnel project, with its soaring ramps at the Western Link, its long, elevated section beside Footscray Road and spectacular tunnel entrances, will be easier to see, although its high tolls could deter some light vehicle users (up to \$21 for a round trip inspection). However, if you are a cyclist you will be in seventh heaven zooming along its suspended, serpentine cycleway between Moonee Ponds Creek and the Maribyrnong River.

The other ‘mega’ project I’d like to drive on, when it is hopefully completed late in 2028, is the North East Link. In regular trips through Watsonia and Bulleen I have been greatly impressed at the meticulous planning that has gone into managing the very heavy traffic that daily passes through its construction sites.

In the 70’s I occasionally had to provide for traffic passing through my modest construction sites, usually amounting to a few lights, signs and barriers. Larger rural jobs, especially where new bridges were involved, sometimes required the building of temporary parallel roads. On the North East Link, the extent of temporary roads (which are often partly completed sections of the project) guiding traffic around major earthworks and bridge building, has been truly heroic.

Watching these measures evolve as the works have progressed has been every bit as rewarding as a trip through the completed project.



Traffic management on the North East Link at Bulleen

WHATS COMING UP?

In this Newsletter

In this edition, we include two interesting stories from Graham Gilpin, including one about our oldest member, Jack Waters, who recently turned 100. We also look at what has been happening to our old home – 60 Denmark Street, Kew, where developers have just finished demolishing the Northern Building – once home to Materials Division, Registration and Licensing, Information Technology and other business areas.

We also include a further instalment of Australia's road transport reform history, covering the period between 1983 and the early 1990's, when major national reforms of road transport regulation were being made, involving many gifted individuals from the RCA, VicRoads and ARRB.

I am also pleased to include David Jellie's wonderfully detailed story of the life and wartime experiences of one of the CRB's more colourful individuals – Paddy O'Donnell. Those who worked for the CRB between 1946 and 1971 will probably remember Paddy, who was the Board's Chairman between 1963 and his retirement in 1971. My favourite memories of Paddy are associated with the then annual CRB Balls, which Paddy often hosted, with the high point being his enthusiastic crowning of the Belle of the Ball.

The Annual General Meeting on 2 March

We have mentioned the AGM before but we seek your urgent attention.

Our 2026 Annual General Meeting¹ will take place on Monday 2 March at the Waverley RSL. All Members are invited to attend. The meeting commences upstairs at 11.30 am and will be followed by lunch in the RSL's dining room

Under the new Rules of Association, a quorum of 10% of our members is needed to vote at the AGM. This means that either more Members should attend the AGM or, those who cannot attend should complete the Proxy nomination form and return it to the Secretary before 23 February. Doing so will ensure a voting quorum to allow members to ratify recommendations enabling the Association to operate in 2026.

If you can attend the AGM, please register with Ken Vickery on 0409 561 618 or kenvickery@tpg.com.au. Please also let Ken know if you are staying on for an à la carte lunch which is available, at each Member's expense, in the RSL restaurant.

If you *can't* attend the AGM you can return the completed form, which is available on <https://vicroadsassociation.org/vra-agm/>, by emailing a scanned version or taking a photograph of it and emailing it, or by mailing it through the post to The Secretary, VicRoads Association, c/- 300 Buckley Street Essendon 3040.

The article in the January newsletter, the 1 February email and the Notes and Attachment in the above linked form, detail the matters which must be considered at the AGM. Members are welcome to email the Secretary (jillmearnshaw@gmail.com) and submit any items of other business for consideration at the AGM.

The March AGM will be followed by what is always a very pleasant lunch at the Waverley RSL so we hope to see you there.

¹ Please refer to the email to Members from the VicRoads Association and our Secretary, Jill Earnshaw, dated 1 February 2026.

Sunshine Super Hub Presentation – Tuesday 31 March 2026

Our first major outing for 2026 will be a presentation by Andrew Peplinkhouse, Program Director at VIDA Rail on one of Victoria's Big Build projects – **the Sunshine Super Hub**.



This upgrade is the essential first step in connecting Melbourne Airport to Victoria's regional and metropolitan rail networks and will pave the way for more train services to Melton and Wyndham Vale. It includes dedicated regional platforms and an extended concourse at Sunshine Station, three new rail bridges, new and upgraded tracks, signalling, and realigned passenger and freight lines.

It will ensure Sunshine Station can support more than 40 train services per hour, creating capacity for additional services for the growing West and to the airport and reducing disruptions from future upgrades including the electrification to Melton. Design and planning work is well underway, with works expected to start in early 2026 and be complete in 2030.

Andrew Peplinkhouse is a senior executive and experienced civil engineer at the Victorian Infrastructure Delivery Authority (VIDA) Rail. Andrew worked across several transport infrastructure projects over the past two decades - including 10 years at VicRoads early in his career.

The presentation is at 121 Exhibition Street in the CBD and you will need to arrive there at 8.40 am for a 9.00 am start. Parliament Station is 300m away, or you can also get there via Tram routes 86 & 96 from Stop 9, cnr Bourke and Spring Streets.

The presentation will be followed by brunch or lunch (from 11.00 am) at Young and Jackson's Hotel. Please forward any queries or register your interest in attending with Iris Whittaker at irisw25@bigpond.com or message her at 0408172866. Please remember to also advise if you are interested in joining us for lunch afterwards

Our next Occasional Lunch – Monday 13 April

From 12 noon at Doncaster Shoppingtown Hotel. No need to register. Just turn up and enjoy a very pleasant lunch with friends.

MEMBER COMMENTS AND NEWS

Unmown roadsides – from the Editor

As a regular user of Alexandra Parade I had been intrigued for some time by the dense proliferation of Elm tree suckers and long grass on the central median between Brunswick Street and the Eastern Freeway and wondered whether I was seeing the beginnings of a new, linear urban forest.



Elm suckers in Alexandra Parade

Similar vistas were appearing in Hoddle Street and Victoria Parade.

Things apparently came to a head on 24 January when Fire Rescue Victoria was called in to Hoddle Street, Collingwood to tackle a 5-metre by 15-metre median blaze, apparently sparked by a cigarette butt.



A recent Facebook post showing roadside grass on the Princes Highway near Traralgon

In Northern Victoria, a major fire near Longwood was alleged to have started in tall, unmown grass growing near the Hume Freeway, and another roadside fire, which occurred in long grass beside the Monash Freeway near Mulgrave was attributed to a car's exhaust system.

In the case of Main Roads, which are controlled by municipal councils, the mowing of roadside grass is dependent in part on long-established arrangements with the State Government, which contributes towards Councils' costs.

In January, the *Age* reported that some Councils had reduced mowing or even refused to continue mowing because they believed that the State was not contributing sufficient funds. I'm not sure who did it, but I was pleased to note, after a recent drive along Alexandra Parade, that the fledgeling urban forest and its tall grass understory has been removed and it is once more possible to see across the median.

The recent heatwaves generated many Facebook posts about unmown grass and reminded me of an incident in the late 1970's when I answered a call at Nunawading, late in the day, from a rather pompous man who was concerned about unmown grass on the Monash Freeway adjacent to his property. He brushed aside my explanation that our mowing contractor would soon be addressing the problem, called me a shiny-arsed public servant and imperiously demanded that I take *'immediate action to get it done before a snake bites my daughter.'*

My reaction to his rudeness was insufficiently suppressed because he detected it and accused me of laughing at him. And then, in his best senior executive voice, he demanded to know who, at the very top of the organisation, he should now call to get something done. I rather foolishly suggested he call the Chairman.

He mercifully hung up and I later discovered he had somehow found the ear of that most august person in the Board room, to whom he alleged, amongst other things that I had mocked him on the phone. I gathered that the Chairman not only concurred with my sentiments but issued instructions that the caller was never to be connected to him again.

From Brian Head

Hi John

Many thanks for another interesting newsletter. I was particularly interested in the passings of David Miles and Alan Muir; I had known both well in the working days. I had not heard of either for decades.

Your article on the early days of the heavy vehicle transport industry and also David Jellie's war history was also great reading.

Regards Brian Head

Vale Peter Stuart

We were saddened to hear of the passing of Peter Stuart, who died on 25 January 2026. Peter, who was not a member of the Association, was 88.



Peter came to the RCA in the 80's and became Director Management Services before stepping into the role of Director Quality Service Management.

He retired in the early 1990's to become a consultant in quality management. He is survived by his wife, Margaret and his three children, David, Elizabeth and Josie.

It's gone!



The demolition (or de-construction as it is politely termed in the developer's blurb on the high, surrounding security wall) of the Kew Northern Building is now effectively complete, as of 15 February 2026. All that remains is to remove the rubble.

The redevelopment of the 2.7 hectare former VicRoads site, which is now zoned residential, is expected to provide for around 500 homes. Community consultation was undertaken by *Development Victoria* in 2025 and the results are documented in a Community Aspirations Report which developers can use to inform their proposals. The site has been broken up into four precincts.

In September 2025 *Development Victoria* shortlisted four developers to prepare development proposals (both design and financial) this year. However, no deadline has been set at this stage. The four developers are *Mirvac*, *Lend Lease*, *Millieu*, and *Riverlee*.

It appears that all four developers will prepare proposals for each of the 4 precincts, one of which is the South Building. Developers could choose to either modify the South Building to provide for residential apartments or demolish it and rebuild on a similar footprint. We will keep you posted.

Thanks to Jim Webber for providing details of the current development status, and to John Lewis and Graham Gilpin, who both submitted earlier photos of the partly completed demolition work.

Jack Waters turns 100 - by Graham Gilpin

On 15 December 2025, our oldest member turned 100. That member is Jack Waters, whom many may remember as a senior construction engineer in Metro Division.

Jack grew up in Brighton, about 80km north of London. When he was 12 he won a scholarship to attend a “posh” local grammar school. He left school in 1942 and between 1943 and 1945 he undertook a course called “Engineering Cadets for the Services”. Even though the war had concluded, there was still an obligation for military service and Jack was called up in 1946 and spent the following two years in the army. He was eventually de-mobbed in June 1948. He then undertook a BSc in engineering at London University and graduated in 1950.

He was involved in various construction projects and became a member of the Institution of Civil Engineers in 1956. After becoming a member of the Institution he started looking around for a new job and came across an advert. from the CRB looking for British engineers. He applied for a CRB job and was interviewed by Gerry Masterton [a senior CRB engineer] at Australia House in London. [The CRB recruited several British engineers around this time with Masterton being the key recruiter]

Jack was successful and arrived in Melbourne in September 1957 as a ten pound pom. He spent his whole CRB/RCA/VicRoads career in Metropolitan Division largely as a senior construction engineer. He thinks construction of the Albion Overpass was possibly the first construction job he can recall. [The actual bridge was supervised by the Bridge Construction sub-branch]. Jack spent around 29 years with VicRoads, all of it in Metro division and retired in 1986.

Having no family in Australia and with his only son married to a New Zealander and living in NZ, Jack and his wife decided to migrate for a second time. He moved across the ditch and settled at Lake Taupo, North Island, where he has remained. Jack has always been a keen cyclist and had interest in bushwalking and sailing too. He was a committee member of the Bicycle Institute of Victoria and remained an active cyclist until well into his 90’s.

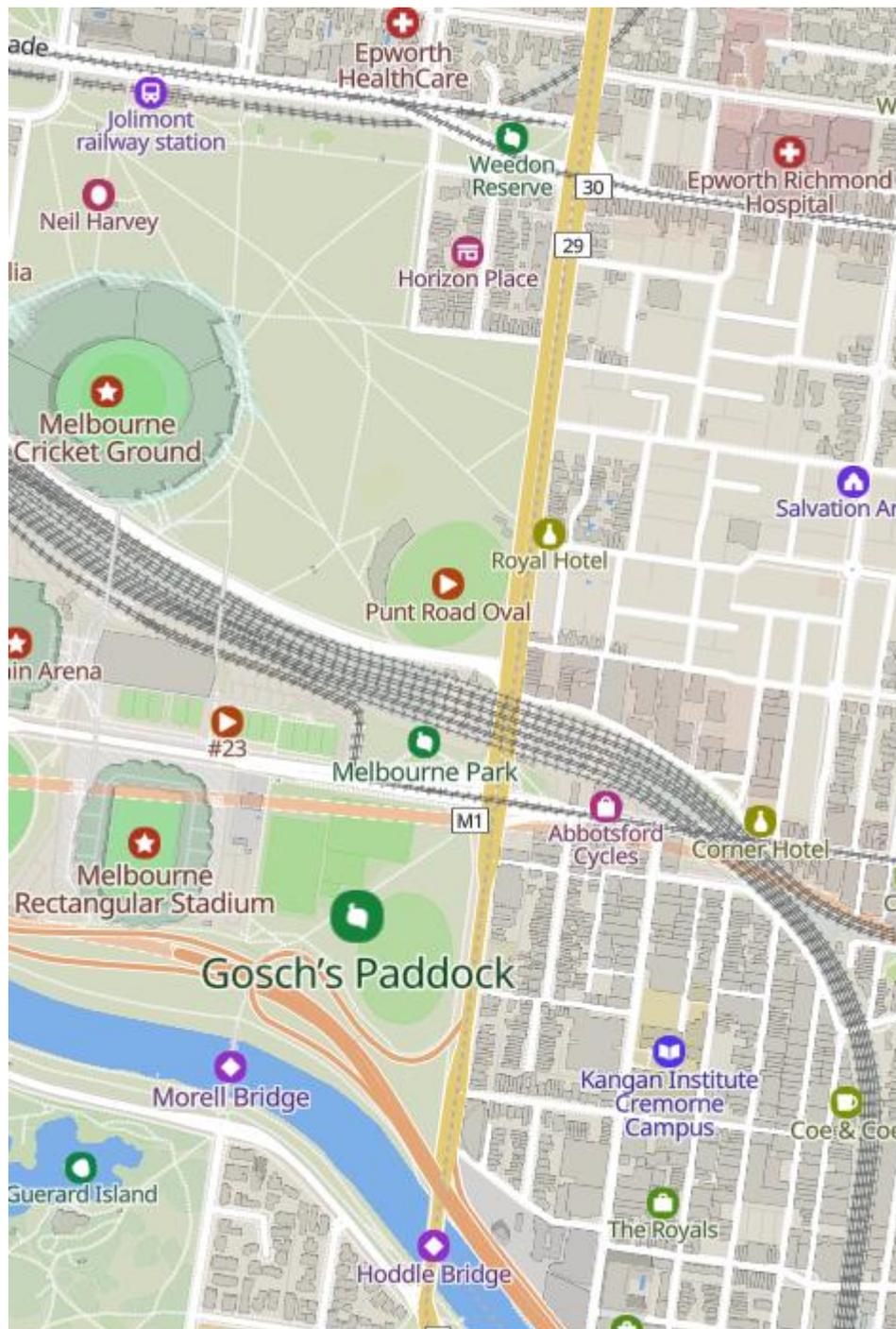


This photo shows Jack at 90 – when he was still riding. He had been invited to cut the ribbon for the opening of the new bike path that he had been instrumental in causing to be built.

PUNT ROAD DUPLICATION Circa 1989 – by Graham Gilpin

The SEMARL² Project team was responsible for constructing the “missing link” of what is now called the Monash Freeway between Warrigal Road and Toorak Road.

And unrelated, the team was also responsible for the duplication of Punt Road between Bridge Road, East Melbourne/Richmond, and Swan Street near Gosch’s Paddock in Melbourne.



² The South Eastern Mulgrave Arterial Road Link

Most duplication projects in busy urban areas bring their own challenges and the Punt Road duplication was no exception. I will outline a few of them below.

Challenge No. 1

The proposed duplication encroached on Yarra Park and the Richmond Football Ground. This encroachment affected about 20 mature elm trees of which a dozen or so were considered to be over 100 years old. As could be expected Melbourne City Council was strongly opposed to the tree removal. On the SEMARL Project itself we had successfully transplanted several elm trees although they were not anywhere near as huge as those in Yarra Park. We consulted with the arborist who was responsible for our earlier success and his advice was that yes, it was possible but much more difficult to predict the likely outcome. We decided to proceed as this placated the Council to some degree and improved our interactions. So, following the arborist's advice, over about an 18-month period we undertook what could be considered a gigantic bonsai project. We undertook root pruning and above ground pruning several times to increase our chance of success.

Did it work?

Depends on what criteria you use for your assessment. Not a single tree survived the transplant but we did enjoy a significantly more co-operative working relationship with Melbourne City Council.

Challenge No. 2

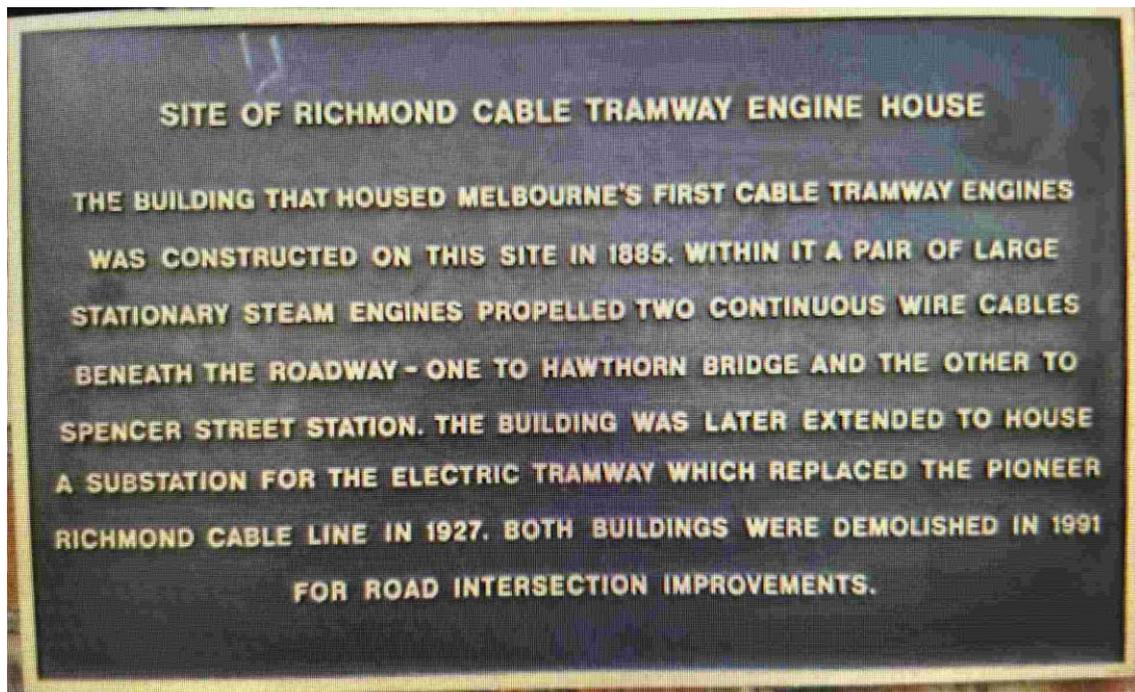
The project included a major upgrade of the existing Punt Road/Bridge Road intersection. On the NE corner of the intersection was a derelict old building. It turned out that this building was the first cable tram power house and powered the first cable tram route operating in Melbourne in 1885. [Melbourne developed a cable tram system comparable on the world stage with San Francisco].



The cable tramway powerhouse circa 1970's. By the time the Punt Road duplication occurred, the hire business had closed and the site was unoccupied.

It was not possible to significantly improve the intersection's capacity without removal of the building.

As could be expected and understood, the demolition was strongly opposed by the National Trust, and we also had to obtain approval under the then federal EPBC Act³. Interacting with the appropriate federal department and with a few trips to Canberra we managed to obtain the required federal approval. The National Trust, however, was considerably more recalcitrant. We made several offers trying to reach an acceptable compromise [such as relocating and reconstructing the building's facade but the National Trust was in an "all or nothing" mood and no compromise was reached. In the end, all we were able to do was provide a small plaque on the ground at the site acknowledging the prior occupant.



Challenge No. 3

The duplication affected the existing storm water drainage system and it required us to construct a large new outfall drainage line. This comprised twin circular pipes both over 2 metres dia.

We had to lay these pipes diagonally across the Punt Road/Swan Street intersection to connect up with an existing outfall in Gosch's Paddock. We also had to lay the pipes in Punt Road under the rail bridge up to Brunton Avenue.

With careful planning we decided this could be done over a weekend working 24/7 on both Saturday and Sunday.

The work required removal of overhead tram electric wires, removal of the tram lines, constructing a large and deep trench across the intersection [and thereby destroying the pavement] and then reinstating everything in time for Monday morning.

³ The Environment Protection and Biodiversity Conservation Act 1999

We were fortunate that the weather was perfect and all went well including asphaltting at night under lights.

Challenge No. 4

Having disturbed the whole of the intersection areas at Swan Street and Brunton Avenue it was necessary to place an asphalt overlay over all of it. This presented a logistical nightmare given the huge traffic volumes that used this area and its proximity to the sporting precinct. The solution adopted was to do all of the asphaltting work at night and minimise the traffic impact. A separate and specific contract was awarded and it all went very well. This was the first time that VicRoads had done significant asphaltting at night although in more recent years it has become unexceptional.

Challenge No.5

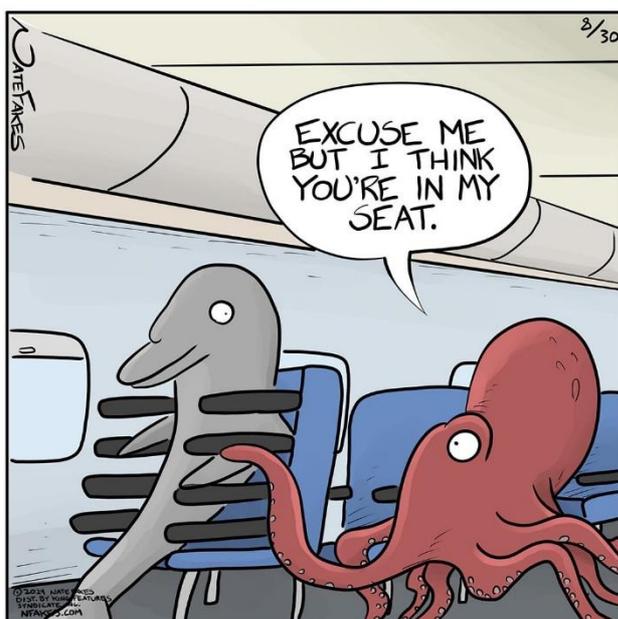
When the job was completed it was decided that a ribbon cutting ceremony would only delay public access to the new work. So, instead, it was decided to have an opening ceremony in Yarra Park right beside the new works. We would arrange a plaque beside the footpath that the Minister would unveil.

The afternoon before the proposed formalities we arranged for a large marquee to be erected adjacent to the plaque's location, and then set up the marquee with podium, seats, visual displays, etc.

What we didn't know was that in Yarra Park there was a system of automatic pop-up water sprinklers and our marquee had been erected over a couple of them. When we arrived early on opening day to prepare for the VIPs we found that everything inside the marquee was saturated. Fortunately, we were early enough to substantially rectify/ameliorate the damage prior to the various VIPs arriving.

However, it is likely that most attendees did wonder why it was so humid inside the marquee.

Graham Gilpin



A short history of Australian road transport reform - Part 2 – by John Wright

The national truck blockade of 1979 was a rude awakening for State governments, who were beginning to realise just how critical an efficient road transport system was in maintaining the normal functioning of our society.

Until its defeat in 1983, the Federal Fraser Government had shown little interest in pursuing micro-economic reforms. Its major, and perhaps inadvertent contribution, was convincing the States to adopt the 38 tonne general mass limit⁴ recommendation of the *EoRVL* study⁵ (which had remained unaddressed by it for six years) as a quick, off-the-shelf solution to the truck blockade. The incoming Hawke Labor Government, perhaps better appreciating how road transport costs influence domestic inflation (then running at 10%) established the Bureau of Transport Economics (BTE).

The Review of Road Vehicle Limits (RoRVL) Study



Bob Pearson

In 1984, responding to the changed priorities of the new Federal Government and following representations from the road transport industry, NAASRA⁶ commissioned a further *Review of Road Vehicle Limits* (RoRVL) Study⁷.

The study considered several options for increasing vehicle limits – in particular, gross vehicle mass, from the existing 38 tonne limit to three options ranging from 41 to 42.5 tonnes, with associated increases in axle mass limits.

The RoRVL Study Team, led by the RCA's Bob Pearson, consisted of 3 engineers and support staff. Its Steering Committee was comprised of five State Road Authority representatives and representatives from ARRB, the Australian Road Transport Federation, the Federal Department of Transport, the BTE and the Transport Workers Union.

Bob Pearson, who had earlier been seconded from the CRB to work with NAASRA and was involved with the earlier EoRVL study, was also notable for his work in the late 1970's pioneering the introduction of B-Doubles⁸ and for his role as Director Technical Standards with the National Road Transport Commission (NRTC) between 1992 and 1996.

⁴ This was the highest gross vehicle mass 6-axle trucks could operate at without obtaining a permit.

⁵ The NAASRA Economics of Road Vehicle Limits Study 1973 - 1976

⁶ The National Association of Australian Road Authorities

⁷ The Study examined the impact of implementing the higher mass limits recommended by EoRVL and the economics of allowing higher gross masses within the constraints of road and bridge systems.

⁸ A B-Double is a prime mover hauling two semi-trailers. They were first trialled in Western Australia in 1982 and are now the preferred heavy vehicle combination in Australia's Eastern States because of their greater load carrying ability.

The completed RoRVL Study was not well received. In late 1986 State and Federal Transport Ministers agreed that uniform introduction of the higher General Vehicle Mass Limits (GML) as recommended by the RoRVL Study was not possible. NSW and Victoria opted to retain the current 38 tonne gross vehicle mass limit and declared they would not introduce the RoRVL Higher Mass Limit options.

The road transport industry's disappointment was taken up by the newly resurrected Inter-state Commission⁹, which subsequently recommended that the Commonwealth Government impose registration fees for heavy vehicles that only travelled interstate. In 1987 the Federal Government responded by creating the *Federal Interstate Registration Scheme* (FIRS), with registration fees well below those of Victoria and NSW¹⁰. It also allowed FIRS operators to obtain higher mass permits for the RoRVL mass options. A further benefit was that FIRS registered vehicles would be exempt from State and Territory stamp duty.

As a consequence, both NSW and Victoria finally agreed to allow operators to access the RoRVL higher mass limits, subject to permit fees, which were imposed on all vehicles operating within or through those two States - no matter where they were registered. Nevertheless, although axle masses and dimensions had now become largely uniform for vehicles operating interstate, the widely differing heavy vehicle registration and mass permit fees of the States and FIRS remained a source of angst for interstate transport operators.

Driver fatigue

While much had changed nationally in terms of uniform mass and dimension limits, other differences in heavy vehicle regulation, such as driving hours management and the issuing of heavy vehicle driver licences were becoming a major national issue.



In 1984 a friend, Walter, who was a professional truck driver, invited me to take an overnight return trip to Sydney with him. He picked me up at Montrose, driving a

⁹ The Inter-State Commission was a defunct constitutional body under Australian law. Its envisaged chief functions were to administer and adjudicate matters relating to interstate trade. The Commission was established in 1912, became dormant in 1920, was abolished in 1950, re-established under the Hawke Government in 1983, and absorbed into the Industry Commission in 1989.

¹⁰ NSW heavy vehicle registration fees were then the highest in Australia, causing a massive flight of NSW truck operators who registered their heavy vehicles in States with lower fees.

cab-over Nissan UD prime mover with an enclosed semi-trailer owned by a transport company. The prime mover had a sleeping compartment and a hydraulic driver's seat to cushion the bumps. I was to discover that the passenger seat lacked this refinement.

Walter had collected the loaded semi-trailer earlier that afternoon in Dandenong and we drove to a huge truck stop in Somerton where we ate before setting out on our journey up the Hume Highway. Walter was good company, but by the time he had refuelled at Albury I was starting to get sleepy. I asked him how he managed to stay awake and he told me he took diet pills (that probably contained ephedrine). He said the pills worked just fine, although he did suffer some after-effects when he got home.

It was a long night, and despite the roar of the engine beneath us, I managed to sleep in the cramped compartment and awoke grateful that Walter had remained awake and alert. Dawn was breaking as we arrived at a western Sydney industrial estate, where we had to wait for its yard staff to arrive before we could unload our cargo. We then visited another major truck stop, similar to the one in Somerton, where we showered and bought breakfast. Walter spent some time on the phone organising his back load to Melbourne, which necessitated visiting several other industrial estates in Western Sydney. It was mid-afternoon before we set off for Melbourne, and Walter had still not slept.

Driving through the gorge country south of Sydney, Walter showed me where fellow drivers had come to grief, often with fatal consequences. I think I nodded off around Holbrook and awoke somewhere on the Midland Highway south of Benalla. Dropping me off at Montrose at 6.30 am, Walter told me he had to drive to Springvale to unload before he could return home to Narre Warren. He was still wide awake.

Walter's non-stop driving practices, which were then common in the industry, were to become a major, national safety issue – particularly in the late 1980's, after two shocking bus crashes collectively killed 56 people and injured a further 63.



The Kempsey bus crash scene. December 1989

The first crash happened near Grafton in the early hours of 20 October 1989 when a southbound semi-trailer truck carrying a load of tinned pineapple juice veered onto the wrong side of the road and collided with a Sunliner Express bus travelling the other way.

The truck driver, who was killed, had a high concentration of ephedrine in his blood. I later heard that his licence was already cancelled in Queensland and that he had been able to continue driving using a New South Wales licence.

Barely two months later and a little further south, at Kempsey, another bus crash in the early hours of the morning killed 35 people and injured 41. A McCafferty's express bus service from Brisbane to Sydney collided head on with a Trans City Express coach travelling from Sydney to Brisbane when one of the drivers fell asleep at the wheel.

These disasters almost certainly provided the impetus for the phased introduction of a *National Heavy Vehicle Driver Licence* scheme, which commenced in 1991 under the auspices of the Australian Transport Advisory Council and would prevent heavy vehicle drivers from holding licences in multiple jurisdictions.

The Victorian Cain Labor Government responded by immediately lowering the speed limit on rural freeways from 110 km/hr to 100 km/hr – which arguably worsened driver fatigue by forcing drivers to spend even longer periods on the road.



The NSW Government acted more sensibly by proposing a statewide truck monitoring system known as Safe-T-Cam, which would utilise a new automatic number plate recognition system¹¹ developed by Telstra, ICONIX and CSIRO. Introduced in 1992, its primary purpose was to monitor long-distance truck drivers to detect widespread avoidance of legally prescribed

driver rest periods through systemic and fraudulent misuse of driver logbooks.

Major national road transport reforms

Earlier in 1989 Australia's Transport Ministers decided to discontinue the *National Association of Australian State Road Authorities* (NAASRA) which, despite its good work on the two Vehicle Road Limits studies, was essentially a standards setting body. The Ministers replaced NAASRA with a new, more dynamic national body, *Austroads*, which was expected to be more effective in achieving consistent road management procedures in all States and Territories.

In 1991, informed by a major report on improving national productivity to the Inter-State Commission¹² by Chris Sayers, the Hawke Government convened a series of Special Premiers' Conferences in which all Australian Heads of Government agreed to a scheme of nationally consistent laws for heavy vehicle regulation, driver licensing and road use charging. The scheme also created the *National Road Transport Commission* (NRTC) to develop the necessary Federal legislation for these reforms.

¹¹ RTA Safe-T-Cam operators told me that the camera system was so good they could read the titles of paperbacks sitting on truck dashboards. They also told me that some heavy vehicle drivers went to extraordinary lengths to avoid the camera gantries – such as driving without lights for kilometres on the shoulder of the opposing carriageway.

¹² By now, the Inter-State Commission had become the Industry Commission

In November 1991 I was seconded to Austroads as the Program Assistant to Colin Jordan, who was then the Austroads Program Manager, Road Use Management. It was an exciting time because Austroads had the task of managing the huge suite of road reform projects that would form the basis of the national legislation being developed by the NRTC. Peter Balfe was given the task of initiating these projects, which would involve teams of key, expert staff from every State and Territory road transport authority.

Tony Boyd, who I had worked with under Jim Webber in the VicRoads Planning and Programs area, was one of the people seconded to the NRTC when it was first established. He developed methodology for attributing road agency costs between heavy vehicle classes and the subsequent setting of charges for different heavy vehicles. Other VicRoads staff who joined the Commission included David O'Sullivan and Geoff Hughes.

Tony told me that the Eastern States¹³' reluctance to increase the general mass limits to those recommended by RoRVL stemmed from a desire to protect older bridges from impact loads and overloading from poorly distributed axle group loads.



Many of these bridges, which had been mainly designed for static loads, had bumpy approaches – often due to minor settlement of the approach fills. This caused heavy vehicle suspensions to bounce,

temporarily adding a further and significant impact load to the vehicle's normal axle mass, and thus overstressing the bridge¹⁴. A further problem was that groups of two or three axles were not equally sharing their load, meaning that one or more axles often exceeded bridge and pavement design load limits.

Yet another problem for bridges was the loading imposed by rigid trucks towing dog¹⁵ trailers. The permissible towbar length and the spacing of the axles was determined by a strictly enforced formula related to the standard bridge design loadings. If the permitted axle loads were going to increase, then the towbar length and axle spacing would also need to change to ensure that bridges were not overloaded. In 1991, as part of my new duties I joined an Austroads project team headed by Bob Pearson, that was reviewing this formula.

Dr Peter Sweatman, initially with ARRB and later a consultant, conducted extensive research on heavy vehicle suspensions and concluded that some higher mass limits could be permitted for vehicles fitted with 'road friendly' air-bag suspensions, which

¹³ The 'Eastern States' were Victoria, Tasmania, New South Wales and Queensland, which, for geographical reasons, collectively possessed most of Australia's vulnerable bridges.

¹⁴ Dr Rob Heywood from the University of Wollongong undertook quite a bit of work in this area.

¹⁵ This is a trailer with a towbar that has its front axle or axle group mounted on a turntable.

were becoming common in the late 1980's. These suspensions were much better at damping road roughness vibrations and evenly distributing axle group loadings than the older mechanical leaf suspensions.

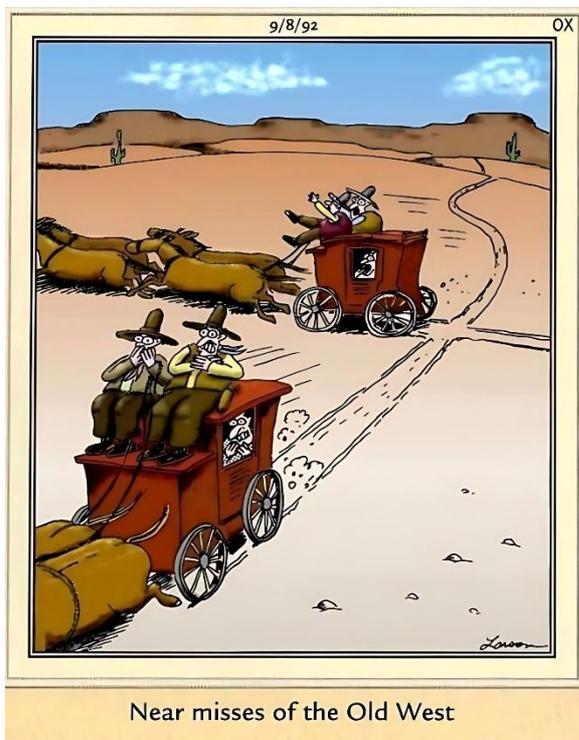
While bridge loadings remained a significant issue for the Eastern States, they eventually chose not to impede increases to the General Mass Limits – instead imposing load limits on individual bridges that were unable to carry higher loads. This meant that, under the NRTC's new heavy vehicle¹⁶ charges, transport operators using the major interstate and intrastate routes would be able to utilise the higher and more efficient RoRVL mass limit of 42.5 tonnes GVM for 6-axle combinations with road friendly suspensions, without the need for a permit.

As the Hawke Government's reforms were progressively implemented in the late 1990's and beyond, the efficiency of the road transport system improved considerably through nationally consistent laws. All States and Territories were now moving towards adopting the same mass and dimension limits, heavy vehicle road user charges, driver licensing requirements, and vehicle standards.

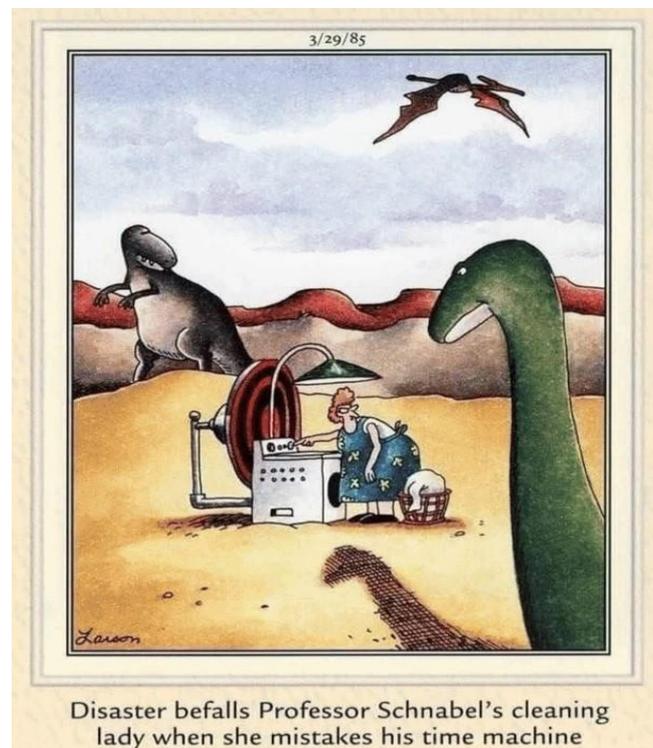
One of the more important achievements was the creation of the *National Exchange of Vehicle and Driver Information System* (NEVDIS), which, coupled with the Demerit Points Exchange (DPX) system and the interstate defect notice clearance system, has greatly facilitated on-road enforcement and anti-vehicle theft programs through real-time data sharing between jurisdictions.

Further reforms to Australian road transport system have continued and I hope to cover these in a forthcoming instalment.

John Wright



Near misses of the Old West



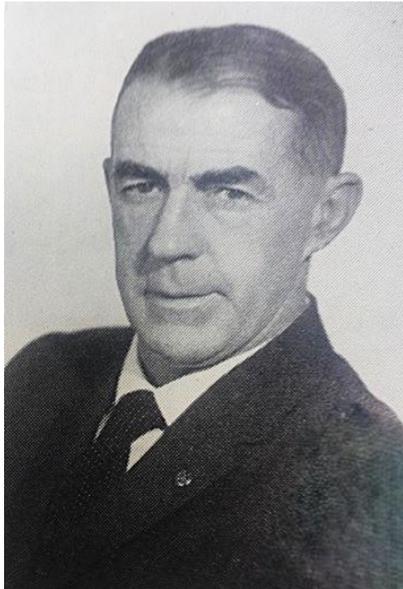
Disaster befalls Professor Schnabel's cleaning lady when she mistakes his time machine

¹⁶ Under the new national laws, a Heavy Vehicle was defined as one having a gross vehicle mass of 4.5 tonnes or more.

Lest we forget – by David Jellie

[In the last newsletter, David wrote about the horrors of the Prisoners of War of the Japanese during the Second World War and below, he tells the stories of the men who worked for the CRB who survived this awful experience. The first is about Paddy O'Donnell. He has written about Paddy in previous newsletters but the story below contains some new information.]

Lieutenant Colonel Ian (Paddy) John O'Donnell, ISO, OBE, ED, 3138400 (VX43938)

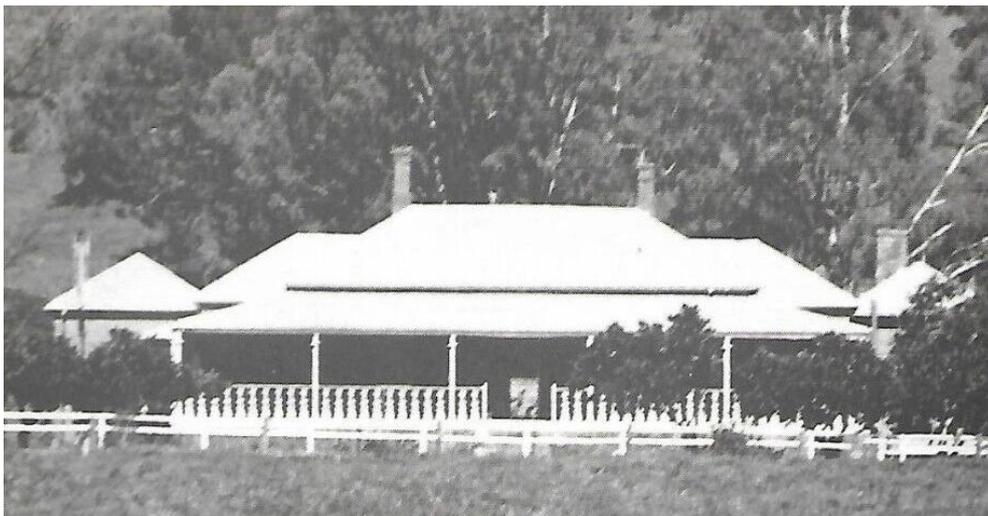


Ian (Paddy) O'Donnell – on his appointment as Chairman of the CRB – 1962.

Ian was always affectionately referred to by everyone in the CRB as 'Paddy' and I will continue this tradition. Of course, on the few occasions that I met him, I called him Mr O'Donnell.

Paddy had an illustrious career at the CRB. Among other appointments, he was Assistant Bridge Engineer, Engineer for Bridges and, in 1956, Deputy Chief Engineer. He was appointed Deputy Chairman in 1962, and Chairman of the Board in 1963 – a position he held until his retirement in 1971.

The O'Donnell family were pioneers of the Myrtleford area in the high country of north east Victoria. The original pioneer was Michael O'Donnell who arrived in Australia in 1851. He prospered by carrying goods between Melbourne and the goldfields in north eastern Victoria. In 1864, he took over the extensive Merriang Run. The homestead, Merriang Lodge, still stands today.



Merriang Homestead – 1985.

Michael was renowned for his hospitality and kindness and became very involved in community service. He served on Oxley Shire Council and became a Justice of the Peace.

His son, Sydney, had a family of five sons and two daughters. Two of his sons became doctors, two were banking officials and a fifth, Ian, became a civil engineer. One daughter, Alice, became a nurse and the other married a Western District doctor. The nurses' home at Myrtleford hospital is named O'Donnell House as a tribute to Alice.



Ian O'Donnell – from the CRB staff photograph 1930.

Paddy was educated at Wangaratta High School, Melbourne High School and the University of Melbourne from which he graduated as a civil engineer. He was a very good sportsman, excelling in football and cricket.

Paddy joined the CRB in 1927 as an Assistant Engineer. He was a diminutive man. When he was Chairman of the CRB he once invited the Minister for Roads at the time, Sir Thomas Maltby, to open a conference.

Maltby made a remark about Paddy to one of the CRB officers, "*There is not much of him, but what there is, is all above the neck*". It showed the regard, even affection, he had for Paddy.

He joined the Citizen Military Forces in 1927 and was appointed to a Commission in 3rd Division Engineers on 23 November 1928.

Paddy married Irene Munro in 1931.

He was seconded to the 2nd Australian Imperial Force on 3 July 1940 and allotted army number VX43938, serving in Australia with the 2/10th Field Company of Engineers.

On 3 February 1941, he embarked from Sydney on HMS *Queen Mary Serial 366*¹⁷ for Malaya where he disembarked in Singapore.

He was appointed Commander of the Royal Engineers (AIF) in Malaya on 5 March 1941 at Jahore Bahru and was later appointed Lieutenant Colonel on 22 July 1941.

On that date he relinquished command and transferred to the Head Quarters of the AIF in Malaya in Kuala Lumpur. This lofty rank did not deter Paddy from playing football with his troops.

He was accidentally injured in October 1941 in Jahore Bahru, breaking the small toe on his left foot. It was recorded "*Officer on duty. Not to blame.*" He was granted leave with pay and subsistence.



Ian O'Donnell's paybook photograph – 1940.

¹⁷ One archive named the ship thus, but another, with nearly identical details, named the ship HT "QX"¹. I could not find details of either of them.

In Malaya, he served with distinction with the RAE 8th Division of the AIF¹⁸. The 8th Division was an infantry division formed during World War 2 as part of the all-volunteer 2nd AIF. Consisting of three infantry brigades, the intention had been to deploy the division to the Middle East to join the other Australian divisions, but as war with Japan loomed in 1941, the division was divided into four separate forces, which were deployed to different parts of the Asia-Pacific region. All of these formations were destroyed as fighting forces by the end of February 1942 during the fighting for Singapore, Rabaul, Ambon and Timor. Most members of the division became prisoners of war, waiting until the war ended in late 1945 to be liberated.

In *"The Long Road to Changi"*, historian Dr Peter Ewer, describes the fate of the 8th Division as Australia's greatest military defeat leading to a break in trust between Britain and Australia. The myth of the impregnability of Fortress Singapore engendered an overconfidence in Britain and Australia. The resultant catastrophe was also the result of bad planning, inexperienced leaders and an ignorance of modern warfare. It led to thousands of Allied troops being imprisoned for the next three to four years. The humiliation cast a pall over Australia's troops and the names of Changi and the Thai-Burma Railway are painfully etched in Australia's national psyche.

When I started researching Paddy's service record, the only document I could find in the National Australian Archives relating to him, is the single item shown below.

收容所 Camp	普通寺 19. 8. 3. 善 4924 252 252 20/13 1942	番 號 No.	III 587 654
姓 名 Name	O'Donnell, Ian John オドネール イアン	生 年 月 日 Date of Birth	1905. 3. 6
國 籍 Nationality	澳 洲	所 屬 部 隊 Div/Unit	No. VX 43933 H.Q. Royal Australian Engineers 8th Aust. Division
階 級 身 分 Rank	Lieut. Colonel (C.H.S.) 陸軍中佐 (工兵隊長)	捕 獲 年 月 日 Date of Capture	昭和 17 年 11 月 15 日
捕 獲 場 所 Place of Capture	昭南島	母 名 Mother's Name	Lotitia
父 名 Father's Name	Sydney	職 業 Occupation	土木技師
本 籍 地 Place of Origin	Myrtleford Victoria Australia	特 記 事 項 Remarks	
通 報 先 Destination of Report	Mrs. I. O'Donnell 16 Finsbury Way Camberwell Victoria, Australia		

It is a Japanese internment card for prisoners of war. As you can see, it is printed in Japanese but filled out in English. It records details of the prisoner and was provided to the International Red Cross so that families at home could be informed

¹⁸ The 2/10th Field Company of Engineers was part of the 8th Division.

of the incarceration of loved ones. I was impressed by the accuracy of the English but I was told by an historian at the Australian War Memorial, that a prisoner fluent in English was usually chosen to fill them out.

In fact, Paddy's service records are held by the Department of Defence. There are a few other ex-CRB personnel in this category including Bob Eastick, Ted King, Wilfred Quonoey, Gordon Wilson, Bill Neville and Bill Dolamore. The common denominator is that none of them were discharged from the Army at the end of the war because they continued their careers in the Army. As a consequence of not being discharged, their files were never transferred to the National Archives as was the normal practice.

Paddy was captured by the Japanese on 15 February 1942. Initially, he was reported 'Missing'. He was first reported a Prisoner of War interned at 3rd Branch Camp, Taiwan, on 31 October 1942 – eight months after his capture. It is also reported that he was interned at Tokyo Camp (date not recorded) and transferred to Zentsuji Camp (date not recorded).

T.G. 41.		COMMONWEALTH OF AUSTRALIA—POSTMASTER-GENERAL'S DEPARTMENT		No.
CASH REGISTER CHARGE ACCOUNT OF O. 3 M.D. VICTORIA BARRACKS		TELEGRAM <small>This message is presented for transmission subject to the Post and Telegraph Act and Regulations.</small> POSTAL ACKNOWLEDGEMENT DELIVERY (PERSONAL)		AFFIX STAMPS HERE <small>Charges for ORDINARY RATE Telegram For 14 words or less : Within a 15 mile radius 9d., Beyond a 15 mile radius 1/- Each additional word in both cases 1d.</small>
DEBIT NOTE NO. <small>Sch. C.2941—9/1940.</small>				
Words	The address must contain all information necessary to ensure delivery.			For Office Use Only
Charge	To	<i>MRS I O'DONNELL</i> <i>16 FINSBURY WAY</i>		T
Time				C
By				B
Remarks	<i>CAMBERWELL</i>			
<i>LT. COL O'DONNELL</i>		PRISONER OF WAR		
<i>LT. COL. I. J. O'DONNELL</i>		<i>43938</i>		
I HAVE TO INFORM YOU THAT				
PREVIOUSLY REPORTED MISSING		BELIEVED PRISONER		
IS NOW REPORTED PRISONER OF WAR				
A REPLY PAID TELEGRAM is a courteous means of ensuring A PROMPT ANSWER (PLEASE TURN OVER)		From <i>MINISTER FOR THE ARMY</i>		

The telegram sent to Paddy's wife, Irene, informing her that he was alive.

His service record was probably completed retrospectively because it stated that he was a Prisoner of War on Singapore Island on 15 February 1942, the date of his capture. It also stated that he embarked for Japan on 16 August 1942. Although Changi is not mentioned in the archives, it is quite definite that this was where he was incarcerated in Singapore.¹⁹ According to the website of the Australian War Memorial, the name Changi is synonymous with the suffering of Australian prisoners of the Japanese during the Second World War. It went on to say that this

¹⁹ According to Les Atyeo's diary, under an entry for 26 March 1942, Les was, by that time, a POW in Changi. Les was a family friend of the writer and father of Jenny who married an ex-CRB engineer, John Liddell. His unit, along with Paddy's unit laid down their arms at 8.30 pm on 15 February 1942. Les expressed his disappointment – 'this was after 18 months of training to not fire a shot – worse, not to even having seen one of the enemy – it was hard to take and most of the chaps felt it so.' After their capture, Les was allocated to the HQ staff under the Command of Lieutenant Colonel O'Donnell at Tanglin just outside the main part of Singapore. They were marched 16 miles from Tanglin to Changi where they were taken to the Selwarg Barracks at Changi – once home to the Gordon Highlanders. He estimated that there were 1,500 Australians in Changi among a total of 30,000 British prisoners.

is ironic, since for most of the war in the Pacific, Changi was, in reality, one of the more benign of the Japanese prisoner-of-war camps; its privations were relatively minor compared to those of others, particularly those on the Burma-Thailand railway. Nonetheless it was horrific enough and many of its inmates did not survive its cruelty and unhygienic conditions.

Most of the POWs were sent to Changi initially, and from there they were transported to other camps such as the Burma-Thailand railway where their treatment and conditions were egregious. Paddy's service record also records his transportation to Japan.²⁰ This information must also have been inserted retrospectively because it was not until later that year that Paddy was confirmed as a Prisoner of War. It was not all that unusual for senior officers to be sent to Japan. Perhaps their captors thought that separating the officers from the rank and file made it easier for discipline – or it might be better insurance against attempts to escape.

The Australian War Memorial website shows that Paddy was later incarcerated at a POW camp at Zentsuji in Kagawa Prefecture – very close to Hiroshima. He would have heard and seen the blast of the atom bomb. The camp was reputedly a “show camp” for propaganda purposes. It contained mostly officers and American listed ranks from Guam and Wake Island. Most of the Australians in the camp were moved before the end of the war to a POW camp at Hakodate, from where they were liberated. Paddy's name was not on that list leading to the conclusion that he remained at Zentsuji. Of the 100 or so Australian prisoners at the camp, Lieutenant Colonel Ian O'Donnell was the most senior officer.

Although it might have been considered a ‘show camp’, Zentsuji was nonetheless, a reign of terror. After the war, Captain Stuart Nottage of the Royal Australian Artillery provided the following account of the cruelty meted out to the prisoners.

“Beatings and kickings were frequent. Unreasonable punishments would be inflicted without reason or for minor offenses. It was common for men to be stood to attention in the cold for some hours and to be imprisoned in the summer without mosquito nets; in the winter without blankets. Lt Sato, medical officer, took his turn as duty officer and would control muster parades. His expressed policy was that prisoners must be made tough. Furthermore, he deliberately set out to degrade officer prisoners in front of other ranks and Japanese personnel. He would walk through parades in cold weather and knock off scarves; he refused permission for overcoats to be worn on parade. No overcoats were worn on parade for the whole of the winter of 1943, but in 1944 this order by Sato was countermanded by the Camp Commandant. I have seen Sato approach prisoners wearing American style caps over their ears to protect bad chilblains. He would strike the caps from their heads so that their ears would bleed. I am unable to recall any particular occasion when this was done to any particular man. This was his general custom.”

Paddy embarked from Tokyo for his return to Australia on 27th September 1945. His appointment in the 2nd Australian Imperial Force was terminated at Royal Park, Victoria on 5 February 1946. He was placed on the Reserve of Officers (Royal

²⁰ The 2/29th Battalion AIF Association website documents the exodus of Australian Prisoners of War from Changi to various other detention camps in Thailand, Burma, Borneo, Japan, Formosa (Taiwan) and Korea. It shows that the Senior Officer's Party (of which Paddy would have been a member) left Changi on 16 August 1943 bound for Japan via Formosa (Taiwan) and Korea.

Australian Engineers) on 6 February 1946. He was appointed Commander of 6th Engineer Group Royal Australian Engineers on 15 March 1959 with the rank of Colonel and allotted Army number 3138400. He relinquished this appointment on 1 April 1962 and was placed on the Retired List just prior to him being appointed Chairman of the Country Roads Board in 1963.

He was awarded the Order of the British Empire (Military), Mentioned in Dispatches (on two occasions), the 1939/1945 Star, Pacific Star, Defence Medal, War Medal, Australian Service Medal and the Efficiency Decoration.

Tom Glazebrook recalled a story about Paddy's leadership. Paddy realized that if they were to survive in camp (presumably Changi) they had to make sure that they maintained the highest standard of hygiene as possible. The Japanese were not the least bit interested in doing anything to help.

So Paddy approached the Commander of the camp and sought his approval to provide transport for some of the prisoners so that they could go outside to scrounge some equipment from the locals. They agreed and Paddy and his men were able to gather some shovels and picks and the like. Paddy then organised his men to dig latrines and rubbish disposal pits – and to maintain them properly for the duration of their internment.



AUSTRALIAN WAR MEMORIAL

ART24493

Digging bore hole latrines, Changi Camp by Murray Griffin.

In the archives I found an entry regarding War Crimes and Trials and I noticed that VX 43938 Lieutenant Colonel Ian J. O'Donnell had submitted an affidavit and sworn statement after the cessation of the war.



Pencil portrait of Paddy drawn by Murray Griffin.

Paddy received an Order of the British Empire (OBE) for exceptional service in laying out and constructing camps and constructing defensive positions. This was promulgated in the London Gazette in January 1942 while Paddy was serving in Malaya - he was captured soon after. He finally received it in December 1946. Down at the bottom of the notice it indicated that he was mentioned in dispatches twice. Paddy was also the recipient of the Imperial Service Order (ISO) in 1972.

I also found this charming portrait of Paddy drawn by a fellow prisoner, Murray Griffin. It is in the collection of the Australian War memorial.

In 1941, Murray Griffin²¹ was appointed an Official War Artist to accompany the 8th Division in the Malaya Campaign. He completed a number of pictures which were prepared for transport to Australia, but they did not leave the country and are now lost. He served in Malaya from November 1941 until he was captured by the Japanese in the fall of Singapore and incarcerated for three and a half years as a POW in Changi Prison. During his imprisonment he made a series of drawings and paintings recording his experiences and he exhibited them on his return to Australia.

Paddy resumed his career at the CRB in 1946. In 1949, when Engineer for Bridges, Paddy initiated a program eliminating timber bridges on the declared State road network. They were replaced by more permanent reinforced concrete bridges constructed on site using precast reinforced concrete and prestressed concrete elements manufactured at centrally located pre-casting yards. There are now no timber bridges on Victoria's main roads. This policy resulted in a marked improvement in riding quality, road safety, reduction in maintenance costs and provided a greater certainty of access to remote communities.

In 1950 Paddy was instrumental in establishing the 22nd Construction Regiment sponsored by the CRB, the State Rivers and Water Supply Commission and the Melbourne and Metropolitan Board of Works. He was the first Commanding Officer. His task was to establish the unit and recruit sufficient officers, non-commissioned officers, and other ranks to create a viable unit.

Paddy's life, more than others in this narrative, had many unfortunate aspects. His sister, Sister Alice Margaret VFX112194, (b. 1901) was a nurse during the war, but she drowned in the sinking of the 2/3rd Hospital Ship "*Centaur*". On 14 May 1943 "*Centaur*" was *en route* from Sydney to Cairns to retrieve wounded soldiers from the New Guinea campaign when she was sunk by a Japanese submarine south

²¹ Griffin is the only official Australian War Artist who was captured and held as a prisoner of war. As a prisoner, he continued his intended work by capturing life in Changi. He was an officer and his status spared him from working in enforced labour gangs. He produced over 40 paintings and 150 drawings and, although the Japanese did not actively object to him continuing his work, towards the end of the war he hid most of his work to ensure that they were not confiscated. He created brushes and paints from materials scrounged outside the camp by members of the work parties. After the declaration of peace, he went to Thailand to record the appalling treatment of the emaciated prisoners struggling to survive malnutrition and disease.

of Moreton Island, off the Queensland coast. Of the 332 people on board, only 64 survived. Alice was one of eleven nurses who perished. At the time of her death, two brothers were prisoners of the Japanese and three others were serving in the AIF.



Sister Alice O'Donnell VX112194.



Hospital ship Centaur, Sydney, NSW, 1943.

I presume it would have been some time after the event that Paddy would have learnt of his sister's death. Adding to his ordeal as a prisoner of war of the Japanese, his wife died in 1948 shortly after his return to Australia leaving him to raise, single-handedly, a small family. His son, Michael, also a civil engineer, died in his 30s in November 1971 after an accident on a bridge construction site.

Despite these setbacks, Paddy was a leader who felt at ease with people of all walks of life and he was much more outgoing and approachable than earlier Chairmen. His big interest was the Army. His assistant, Lilian Moon, said in *Reminiscences of Life in the Country Roads Board*:

'There are many men walking around today who would not be doing so if it had not been for Paddy's assistance to them in Changi during the war. With his counselling of them he was able to talk them out of things and he stood up for them against the Japanese much to his own detriment at times.'

In the same book, Norm Haylock said:

'The other characteristic of Mr O'Donnell was his heart. I have seen a contractor, in great trouble, cry before him and that seemed to melt his heart. He received very helpful treatment from Paddy. His loyalty to his staff was almost to a fault, the way he supported people he believed in.'

Paddy O'Donnell had a very soft and very loyal side which not everyone saw. When he was a Lieutenant Colonel in Malaya he had a batman who had a rough time at the hands of the Japanese, and a very serious stomach operation in the POW camp. After the war he was put on as a bridge overseer but was later caught out padding the payroll. He was sacked and for the next 15 years he struggled on working as a nightman. When Paddy became Chairman in the 1960s the man returned as a bridge overseer. Some years later I visited this man's home and found that he had a child who was very ill, requiring many costly operations, and

this had been the reason for his dishonesty. Paddy had known this and had shown loyalty and softness when the occasion had warranted it by reinstating the man. He later turned out to be one of our best bridge overseers.'

Peter McCullough recalled an instance of Paddy's fierce determination to protect the integrity of the CRB. Peter – when acting as Personnel Manager - would occasionally attend Board meetings when personnel items were being dealt with. On one particular occasion the 'hotline' rang; it was the minister at that time, the Minister for Local Government. An election was looming and the Australian Labor Party had found a strong local candidate. The minister wanted the CRB to assist his campaign by announcing a few projects on the Mornington Peninsula, mentioning the minister's name as often as possible. Paddy did not hold back; the CRB would not become a political football while he was Chairman and he was deeply offended that the Minister would think otherwise. Others in the Boardroom could hear the Minister back-peddalling furiously. The conversation ended abruptly when Paddy slammed down the phone and announced "Well, that's taken care of him."

As Chairman of the CRB, Paddy was a member of the National Association of State Road Authorities from 1962 to 1971 including two periods as Chairman. He was a Director of the Australian Road Research Board and was twice Chairman. He was a member of the Victorian Tourist Development Authority, the Melbourne Metropolitan Transportation Committee, the State Planning Council, Member of the council for Queen's College, Director of the YMCA, Member of the faculty of engineering at the University of Melbourne, Member of the West Gate Bridge Authority and a member of the Rotary Club of Melbourne.

He is remembered as a fiercely independent character and a hard taskmaster. He played an outstanding role in the development of Victoria's roads over a long period of time and his life was one of considerable achievement and service to the benefit of the Victoria.

Paddy retired in 1971 and died in Camberwell on 26 November 1984.



Ian (Paddy) O'Donnell – circa 1971.



1971 – 21st Anniversary of 22nd Construction Regiment. Major Tom Glazebrook, Colonel Ian O'Donnell, Major General K.D. Green and Lieutenant Colonel Bruce Addis.

David Jellie

10/12/85



“Whoopsies! ... If this tomb does have a curse on it, Webster, I daresay we’ll be the first to find out.” LX KE TOONZ

off the mark.com

by Mark Parisi

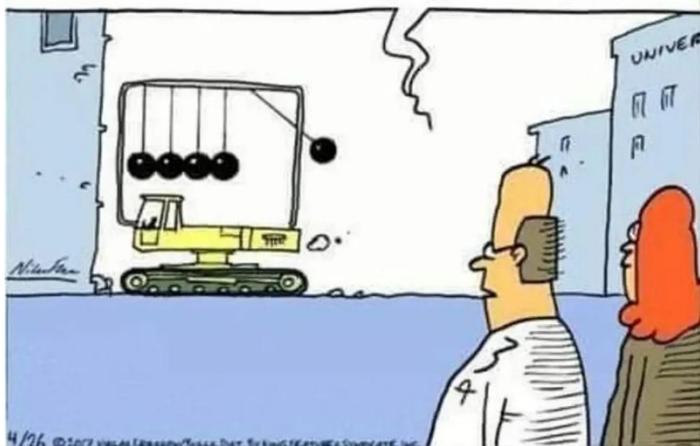


WHEN GUESTS STAYED TOO LONG, RITA TOOK THE NUCLEAR OPTION

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